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COUNTRY	Czechoslovakia	REPORT NO.	<input type="text"/>
SUBJECT	Otrokovice Airfield	DATE DISTR.	11 January 1955
	25X1A	NO. OF PAGES	5
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD
PLACE ACQUIRED	<input type="text"/>	REFERENCES	

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SOURCE:

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REPORT NO. **DEFECTOR RECEPTION CENTER**

COUNTRY Czechoslovakia

DATE DISTR. 26 Nov 1954

SUBJECT Otrokovice Airfield  
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NO. OF PAGES 4

DATE OF INFORMATION 

REFERENCES:

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This report was prepared by a USAFE interrogator and is being disseminated within the Department of the Air Force as Report No. 606-D-SAS-748. It is being forwarded as received.

Identification Data:

1. Reference is made to page 3, an overlay on GSGS 4416, Scale 1:100,000, Sheet V-12, Uherske Hradiste, on which source identified:
  1. Road. Eight meters wide, gravel-packed surface. Led from Gottwaldov south to Napajedla (N 49-10, E 17-32).
  2. Road. Ten meters wide, cobblestone. Led from Prerov (N 49-27, E 17-27) to Otrokovice (N 49-12, E 17-32).
  3. Double-Track Rail Line. Standard European gauge. Prerov to Breclav (N 48-46, E 16-53).
  4. Otrokovice Airfield (N 49-12, E 17-31). (Alternate names: Zlin, Gottwaldov, and Batov.)
  5. Morava River. Twenty meters wide, one meter deep, flowed south.
  6. Town of Otrokovice.
  7. Road. Four meters wide, gravel-packed surface. Led from Otrokovice south to the airfield.

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- 2 -

Site Layout:

2. Reference is made to page 4, a memory sketch of the Otrokovice airfield, on which source identified:

1. Fence. Wire mesh, one meter high. Enclosed an area 40 x 30 m. on the south, west, and north sides. Area belonged to civilian airlines.
2. Building. Brick, 15 x 6 x 5 m., tile, low-pitched gable roof. Contained a restaurant and passenger waiting room.
3. Apron. Concrete, 20 x 8 m., civilian airlines aircraft-parking ramp for passenger service.
4. Road. (Same as road, point 7, paragraph 1.)

5. Factory. Name unknown, brick, 100 x 30.9 m. [redacted]

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[redacted] was rumored in the  
aeroclub in Prerov that this factory was producing LG-25  
(Sohaj), LG-125 (better model of Sohaj), Krajanek, Galanka,  
and Kmotr gliders. In March 1953 members of the aeroclub in  
Prerov were told to take good care of their gliders because  
this factory discontinued glider production. [redacted]  
[redacted] launching winches for gliders were produced  
[redacted]

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6. Hangar. Old, brick, 50 x 20 x 9 m., wooden sliding doors. Source was never inside.
7. Hangar. Brick structure, 30 x 15 x 9 m., wooden sliding doors. Hangar belonged to the Zlin Svazarm Aeroclub. Placed above the hangar door was a somewhat illegible sign reading "Vitame nase mile hosty z New Yorku" (Welcome our New York guests). [redacted] five Sohaj, one Galanka, five Krajanek, and one Kmotr gliders in this hangar.
8. Civilian Houses. These were built by the Bata shoe-manufacturing firm to house families of employees. Two families occupied each unit.
9. Repair Shop. A former hangar, brick, 60 x 30 x 11 m., metal sliding doors. Used as a glider repair shop in June 1953.
10. Double-Track Rail Line. (Same as point 3, paragraph 1.)
11. Road. (Same as point 7, paragraph 1.)
12. Otrokovice Railroad Station.
13. Airfield Runway Area. Grass surface, measured 1,800 m. north to south and 800 m. east to west. Area was level, well kept. Runway was laid out in north-south direction.
14. Morava River. (Same as point 5, paragraph 1.)

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Additional Information:

3. This airfield was operated under civilian authority. There was limited extensibility on all sides of the irregularly shaped airfield. Hills were located about six kilometers northeast, three kilometers southeast, and 1.5 km. west. [redacted] fuel storage.

25X1X

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- 3 -

Flying Activity:

25X1X. In June 1953 [redacted] only  
glider flying and the landing of one civilian airline DC-3 for  
passenger service. In August 1953 [redacted] the Aeroclub  
25X1X in Prerov that glider flying on this airfield discontinued and  
25X1X airmen arrived there with six Siebel, two-engine aircraft. [redacted]  
[redacted] Siebel aircraft parked on the airfield [redacted]  
road (point 11, paragraph 2) in August 1954. Airborne Siebel  
type aircraft were not observed at that time. Glider flying was  
again resumed in summer 1954. [redacted]

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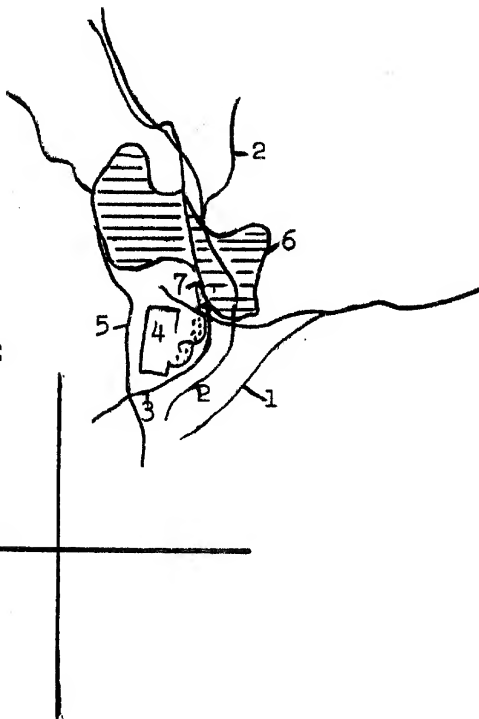
Overlay on GSGS 4416  
Scale 1:100,000  
Sheet V-12  
Uherske Hradiste

17° 40'

49° 15' N

17° 30' E

49° 10' N

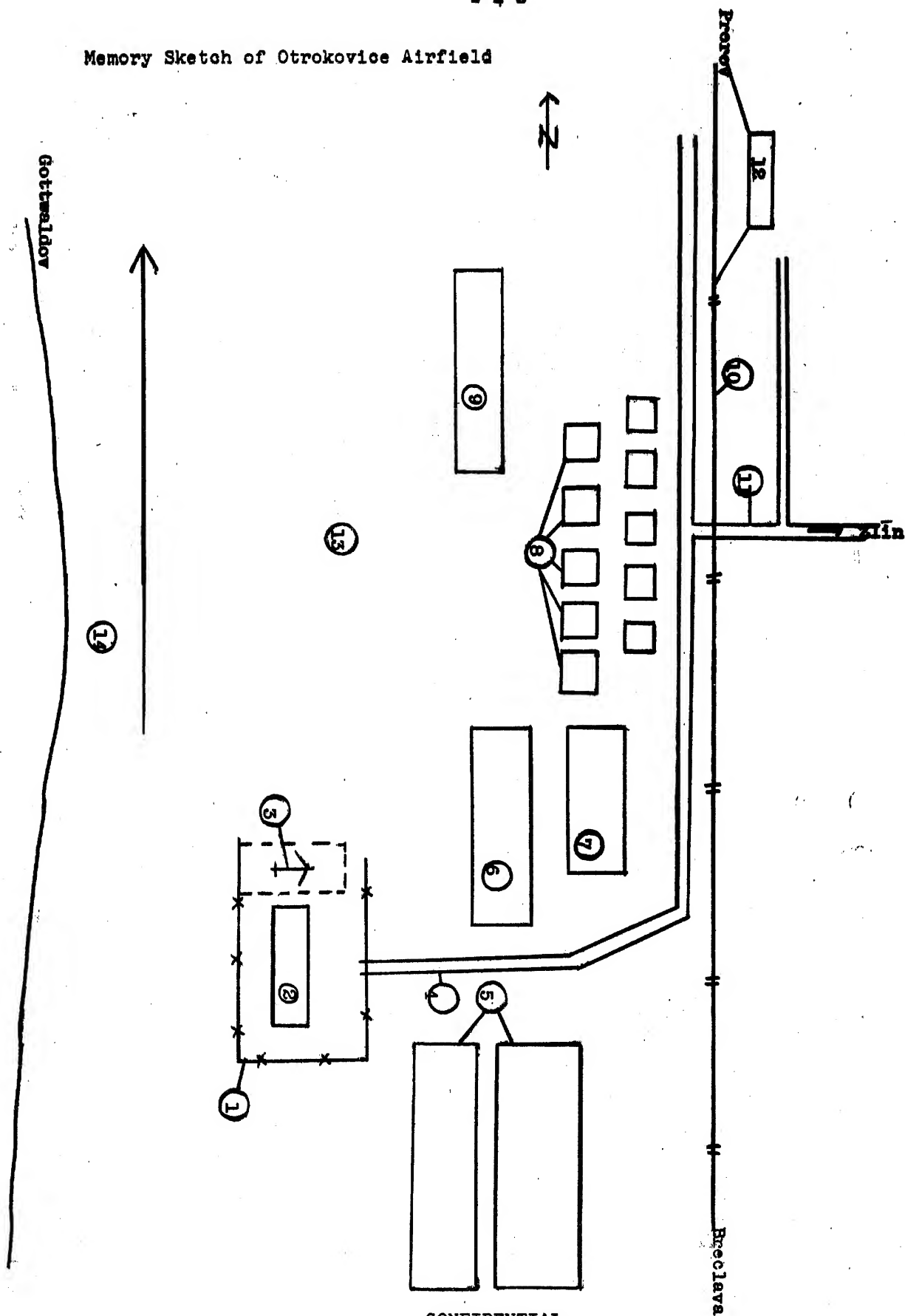


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- 4 -

# Memory Sketch of Otrokovice Airfield



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